

STATE HIGHWAY DEPARTMENT

MONTHLY REPORT

NOVEMBER 11, 1958



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BAYONNE INDUSTRIAL HIGHWAY

On October 20, at a meeting with Hudson County Assemblyman Martin and Bayonne municipal officials and businessmen, we announced Federal approval of the Bayonne East Side Industrial Highway alignment. It is to be constructed as an addition to our state highways on the Federal Secondary Highway System, with the Federal Government paying half of its anticipated \$2 million cost.

The federal decision climaxed 30 years of local planning and nearly four years of concentrated effort on the part of the Highway Department to get construction under way. Although approval of the route as part of the Federal Secondary System was forthcoming last June alignment approval was withheld by federal officials at that time.

The two mile two-lane highway will extend from Constable Road in Bayonne to Garfield Avenue in Jersey City. It will lie just east of the Jersey Central and Lehigh Valley Railroads through Bayonne, curving westerly at the Jersey City line to parallel the New Jersey Turnpike extension as far as Garfield Avenue.

Our plans will call for a total graded width of 44 feet, occupied by a 24 foot wide bituminous concrete roadway bordered by 10 foot wide hard surfaced shoulders. As part of the project a new bridge will carry Center Street over the new highway.

In addition to 50-50 sharing of overall construction costs by the State Highway Department and the Federal Bureau of Public Roads, the city of Bayonne will furnish the right of way and, with the two

BAYONNE INDUSTRIAL HIGHWAY, contd.

railroads, sharing in the cost of the new bridge.

The route will be of great benefit to industry in that area. It is expected to carry 10,000 vehicles a day when first opened and 24,000 a day, 25 percent of them trucks, by 1975.

SUGGESTION AWARD

One of our largest cash awards for a money-saving suggestion was presented by the Commissioner to Paul S. Haney, a highway maintenance section foreman, this month. The award, \$450, was made as the result of a suggestion that the Department utilize one of its large ice control salt and abrasive spreading trucks in gravel shoulder stabilization work. Use of this equipment, normally idle during most of the year, saved the Department \$4,500 on a single project. It is estimated that the savings in operational costs, by eliminating a relatively large amount of hand labor in spreading the dry cement binder material, amounts to 15 cents per square yard of surface area where stabilization is performed.

HIGHWAY SIGN PROGRAM

Our program of modernizing the directional and cautionary signs on the state highway system received widespread coverage October 19 when the cover and three pages of the Newark Sunday News magazine was devoted to a review of our efforts. The article, written by

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HIGHWAY SIGN PROGRAM, contd.

Robert Kirschbaum of the Newark News staff, dealt with the basic principles we are applying to the program and production methods used in our sign shop. The main points stressed were our efforts at greater legibility and simplicity.

LEONIA BUTTONHOOK (ROUTE 80)

Following about $2\frac{1}{2}$ years of intensive analysis, presentation of reports, appraisals of properties and studies on the effect on ratables and tax collections in the municipalities that might be affected, we were able last week to announce federal approval of our proposed "buttonhook" alignment for Interstate Route 80 between Teaneck Road and the George Washington Bridge.

This was the last section of the 18 mile Bergen-Passaic Expressway portion of Interstate Route 80 that was waiting approval of the Federal Bureau of Public Roads. Although the federal authorities earlier favored a more direct line, we managed to convince them through the presentation of studies and statistics of the greater justification for our proposal.

The approval was well received by the public and it will enable us to now refine the alignment and get ahead with preparation of right of way and construction plans in that area. Although right of way acquisition has been underway for several months now in some sections of the highway alignment west of Teaneck Road, we

LEONIA BUTTONHOOK (ROUTE 80) contd.

hope the long delay in the Leonia area alignment decision will not be too adverse with regard to our 1963 completion target for the Expressway.

A copy of our news release announcing the alignment approval is included in this report.

ROADSIDE DELINEATORS

On the evening of October 16, we conducted our proposed on-the-job test to determine the most efficient road delineator set-up we could employ. The test site was along the northbound roadway of the Route 1 Freeway, north of Trenton. In addition to the Commissioner, seven of the Department's staff viewed several combinations and types of reflectors that were spaced at different intervals and at varying heights above the roadway level. The test area simulated a variety of actual conditions that would be encountered along our highways.

As a result of these tests and further discussions, we have decided upon standard 3 inch crystal white (or clear) reflectors along straight-aways and curves of greater than 3000 feet radius. Spacing of reflector units under these conditions is to be 300 feet and they are to be located four feet above the pavement elevation.

ROADSIDE DELINEATORS, contd.

Where curves are greater than 3000 feet, we will use 3 inch red reflectors with the spacing variable on the basis of sharpness of curvature. In the case of some ramps, this spacing might be as little as 25 feet. The same 4 foot height above pavement is to apply.

We will use amber colored 3 inch reflectors on acceleration and deceleration lanes. They will be set 4 feet above the pavement and 100 feet apart.

Our first installation on the basis of our study is being made along the Highway Department's section of the Garden State Parkway.

SNOW REMOVAL AND ICE CONTROL

We are now wrapping up the final details on our disposition of material and equipment for combating snow and ice conditions on our highway system this winter. Deliveries of Department-owned snow plows to private contractors (who will mount them on their trucks for use in clearing State highways under contract) have already been made and installation of snow plow equipment on Departmental trucks is nearly complete.

A departure from the standard practice throughout the country is our modification of our regular abrasive spreading equipment to permit its use in spreading rock salt.

SNOW REMOVAL AND ICE CONTROL, contd.

This will enable us to go into full-scale statewide program of using rock salt in ice control for the first time in the Department's history. Where last year we used only 1,500 tons of rock salt in our operations we expect to spread about 14,000 tons this season.

Experimentation over the past two years proved it most effective in preventing formation of the perennial hard "mat" of compacted snow that required several days in some instances to remove. This, of course, was in addition to its properties for dispelling sheet ice created by freezing rain. A previous block to widespread use was non availability of spreading equipment. Through experimentation we dispelled the previous contention that special equipment was needed for this purpose and have converted practically all of our abrasive spreaders in time for the forthcoming snow season.

Also, we have boosted our manpower and equipment resources available to do the task for the third straight year. This year we will have 2,500 in State and contractors' personnel to do the job, as compared to 2,300 last year, and will be able to field 1,400 pieces of equipment as compared to last year's total of less than 900. A large portion of the increase is in auxiliary equipment, such as loaders, but we will have at least 100 more plows mounted on contractors' trucks for "on call" duty.

EMERGENCY PROGRAM

As you will recall, as part of the current fiscal year's highway construction program, there were \$10 million in projects that had special $2/3 - 1/3$ matching provisions provided by the Federal Government. They were part of a \$400 million nationwide program of emergency projects aimed at combating the "recession" in business. To insure early effect it was required that these projects be put under contract by December 1 of this year and be completed by December 1, 1959.

As of this date, November 11, we have assured that New Jersey will take full advantage of these special matching provisions by having projects estimated to total approximately \$12 million either now awaiting award or advertised for bids. It may well be that the bid prices will be under our estimates but we are certain the total will still be at least slightly in excess of this category of Federal funds. Although it may be necessary to apply straight State funds to some of the work, this "insurance" against not providing enough projects to use all the Federal money available was quite necessary.

RECORD PROJECT

In two days we will receive bids on the largest single earth-moving contract in the Department's 40 year history.

RECORD PROJECT, contd.

The project will consist of grading 4.8 miles of future Interstate Route 78 (Route U.S. 22) through the Jugtown Mountain area of Hunterdon County, west of Clinton, and the construction of five bridges. The contractor will be required to move more than 3-1/2 million cubic yards of combined rock, shale and earth.

A news release detailing the project and map showing the location are included in this report.

TRENTON HIGHWAY PLANNING

The Greater Trenton Council this month unveiled its proposals for a coordinated plan of future freeway construction in and adjacent to Trenton. It is greatly expanded over previous proposals, providing for "inner" and "outer" freeway loops. Its greatest departure is in advocacy of extending the Route 29 East-West highway down John Fitch Way to the Route 1 Freeway bridge to Morrisville in preference to the previously proposed Assunpink Way extension.

We have taken the proposals under consideration and will meet with GTC representatives to discuss them in the near future.

MEETINGS

Bureau and Divisional meetings were held by the Commissioner during the month for the purpose of reviewing budget requests for fiscal 1959-60 funds as well as the normal number of routine meetings.

Other meetings were:

- October 14 - We were visited by Mayor DeMuro, of Passaic, and several of his associates with regard to our possible Route 21 freeway alignment in the vicinity of Passaic. We explained that at the present time the Department has not reached a decision on Route 21 alignment north of Route 3, and that at such time as our planning reaches that phase we will have discussions with municipal officials in the area. The group appeared to be well satisfied.
- October 15 - We met with a group of Far Hill residents regarding the possible proximity of Interstate Route 287 (F.A.I. 104) to their community. That meeting and other discussions since then have cleared the atmosphere.
- October 16 - We met in Camden with interests there who contemplate development that would require joint attention of the State Highway Department and the Department of Conservation & Economic Development. Commissioner Bontempo was with us.

MEETINGS, contd.

- October 22 - Former State Senator Edward O'Mara met with us regarding specifications for aggregates used in bituminous and portland cement construction work.
- October 23 - We were visited by officials from the U. S. Steel Corporation, also for a discussion on the same subject as Senator O'Mara's.
- October 23 - Senator McCay and others came in regarding our proposed Interstate Route 295 construction and its possible relationship to plans of the Radio Corporation of America to expand its Burlington County plant.
- October 23 - Mayor DeKorte and others of the Franklin Lakes official family visited us for a review of the timetable and the extent of new Route 208 construction in that area.
- October 24 - Representatives of the consulting engineering firm that is studying the possibility of "revitalization" of Route U.S. 22, in place of new alignment for Interstate Route 78 (F.A.I. 102) met with us for a complete review of their study.

The study was undertaken in response to public clamor at the hearing held in Springfield on proposed Interstate Route 78 alignment in Union County where a demand for such a study was made.

MEETINGS, contd.

October 24 - We were convinced that the "experts" views were out of keeping with economics, safety and convenience.

More than 60 days were required for the engineering firm to go over the possibilities and their findings are convincing to the effect that "revitalizing" old Route U.S. 22 would be fool-hardy both financially and otherwise.

October 27 - The Commissioner and other representatives of the Department attended the annual meeting of the Citizens Highway Committee held at the Nassau Tavern, Princeton.

October 29 - The Commissioner met with officials of the New Jersey Turnpike Authority on various items.

October 31 - The Commissioner met in New York with the Port of New York Authority officials to review several matters.

November 6 - Met in Phillipsburg with members of the Town Council and Delaware River Joint Toll Bridge Commission with regard to the present toll bridge and possible new construction in the Phillipsburg area.

November 7 - The Commissioner and others of the Highway Department met with the Policy Committee of the Penn-Jersey Survey in the mayor's office in Philadelphia.

MEETINGS, contd.

November 7 - The survey is being jointly undertaken by the Federal Government, New Jersey and Pennsylvania to plan for future traffic in the Philadelphia metropolitan area.

CONSTRUCTION BIDS RECEIVED

Oct. 14 - Route 77 Widening and Resurfacing Bridgeton, Cumberland County. <u>*Bancheri Construction Co., Hammonton</u>	\$471,029.15
Oct. 14 - Route U.S. 1 Widening, Resurfacing & Intersection Revision at Jersey Avenue. North Brunswick Twp., Middlesex County. <u>*Hess Bros., Parlin</u>	192,448.02
Oct. 21 - Route U.S. 1 From State Police Barracks to Stout's Lane Widening and Resurfacing Plainsboro & S. Brunswick Townships Middlesex County. <u>*Kingston Bituminous Products Co., Kingston</u>	606,606.60
Oct. 21 - Route U.S. 1 From N. J. Mtr. Vehicle Inspection Station to 3/4 mile south of Alexander Road Widening and Resurfacing Lawrence & W. Windsor Twps., Mercer County. <u>*Kingston Bituminous Products Co., Kingston</u>	717,717.17
Oct. 21 - Route U. S. 46 From Union Boulevard to Valley Road Widening, Resurfacing & Shoulder Reconstr. Totowa, W. Paterson and Little Falls Township Passaic County. <u>* V. Otilio & Sons, Paterson</u>	373,461.80
Oct. 28 - Scudders Falls Bridge Superstructure Between Lower Makefield Township, Bucks County, and Ewing Township, Mercer County. <u>*The Conduit & Foundation Corp., Phila.</u>	1,675,895.00
Oct. 28 - Meadow Avenue Construction From Main Street to Park Avenue Lakewood Township, Ocean County. <u>*Reid Contracting Co., Woodbridge</u>	109,824.10

CONSTRUCTION BIDS RECEIVED, contd.

Nov. 6 - Canoe Brook Road Reconstruction Millburn Township Essex County. <u>*Whippany Contracting Co., Hanover</u>	\$ 394,819.90
Nov. 7 - Route 18 Grading, Drainage and Paving Pine Street to east of Spring Valley Road Madison Township, Middlesex County. <u>*Manzo Construction Co., Matawan</u>	746,545.59
Nov. 7 - Route U.S. 202 Dualization from Beechwood Drive to Huyler Rd. Branchburg Township, Somerset County. <u>*Franklin Contracting Co., Little Falls</u>	670,198.45
Nov. 7 - Route U.S. 30 Widening and Resurfacing Taunton Road to Wellington Avenue Berlin, Clementon, Lindenwold, Laurel Springs, Stratford and Waterford Township, Camden Co. <u>*Thomas Nicol & Co., Farmingdale</u>	<u>929,052.58</u>
<u>TOTAL BIDS RECEIVED</u>	-- \$ 6,887,598.36

*Indicates low bidder.

CONTRACTS AWARDED

Oct. 14 - Old Hook Road Construction East of Kinderkamack Road to Valley Street Westwood, Bergen County. <u>Samuel Braen's Sons, Hawthorne</u>	\$209,293.27
Oct. 14 - Watchung Rotary Intersection Watchung, Somerset County. <u>C. H. Winans Co., Roselle</u>	128,832.10
Oct. 22 - Route U. S. 1 Widening, Resurfacing & Intersection Revision at Jersey Avenue North Brunswick Twp., Middlesex County. <u>Hess Bros., Parlin</u>	192,448.02
Oct. 23 - Route 77 Widening and Resurfacing Bridgeton, Cumberland County. <u>Bancheri Construction Co., Hammonton</u>	471,029.15
Oct. 27 - Route U.S. 1 State Police Barracks to Stout's Lane Widening and Resurfacing Plainsboro & S. Brunswick Townships, Middlesex County. <u>Kingston Bituminous Products Co., Kingston</u>	606,606.60
Oct. 27 - Route U.S. 1 N.J. Motor Vehicle Inspection Station to 3/4 mile south of Alexander Road Widening and Resurfacing Lawrence & W. Windsor Townships, Mercer Co. <u>Kingston Bituminous Products Co., Kingston</u>	717,717.17
Oct. 27 - Route U. S. 46 Union Boulevard to Valley Road Widening, Resurfacing and Shoulder Reconstrn. Totowa, W. Paterson, Clifton City and Little Falls Township, Passaic County. <u>V. Otillio & Sons, Paterson</u>	373,461.80
<u>TOTAL CONTRACTS AWARDED</u>	-- \$ 2,699,388.11

BIDS TO BE RECEIVED

- Nov. 12 - Route U. S. 1
 Widening and Resurfacing
 Alexander Road to State Police Barracks
 West Windsor and Plainsboro Townships
 Mercer and Middlesex Counties.
- Nov. 12 - Route U.S. 202 Dualization
 Huyler Road to east of Central Railroad of N. J.
 Branchburg & Bridgewater Townships
 Somerset County.
- Nov. 12 - Route U. S. 30
 Widening and Resurfacing
 Wellington Avenue to Bell Avenue
 Stratford, Somerdale, Magnolia, Lawnside and
 Barrington.
 Camden County.
- Nov. 13 - Route 78
 Grading, Bridges and Incidental Paving
 Central Railroad of N. J. to Mulhockaway Creek
 Bloomsbury, Bethlehem and Union Townships
 Hunterdon County.
- Nov. 18 - Madison Avenue Construction
 Broadway to First Avenue
 Paterson, Passaic County.
- Nov. 18 - Route 208
 Grading, Paving and Drainage
 1300 feet west of Grandview Avenue to 1,000 feet
 west of Helena Avenue
 Wyckoff, Bergen County.
- Nov. 18 - Route 208
 Grading, Paving and Bridge
 1000 feet west of Helena Avenue to Colonial Road
 Wyckoff Township and Franklin Lakes Borough
 Bergen County.
- Nov. 18 - Route U.S. 202 Dualization
 700 feet east of the Central Railroad of N. J. to
 Somerville traffic circle.
 Bridgewater Township & Raritan Borough
 Somerset County.

BIDS TO BE RECEIVED, contd.

Nov. 25 - Route 18

Grading, Paving and Bridge
Old Bridge Circle to Pine Street
Madison Township, Middlesex County.

Nov. 25 - Route 23

Widening and Realignment
Steenykill Lake to Clove Road
Montague Township, Sussex County.



INTERSTATE HIGHWAY PROGRESS

RT 80
LENGTH 73.7
EST. COST \$6.7M
PUBLIC HEARING
ROW ACQUISITION
DEMOLITION
GRADING
PAVING
STRUCTURES
OPENED

RT 78
LENGTH 50.4 M
EST. COST \$6.5M
PUBLIC HEARING
ROW ACQUISITION
DEMOLITION
GRADING
PAVING
STRUCTURES
OPENED

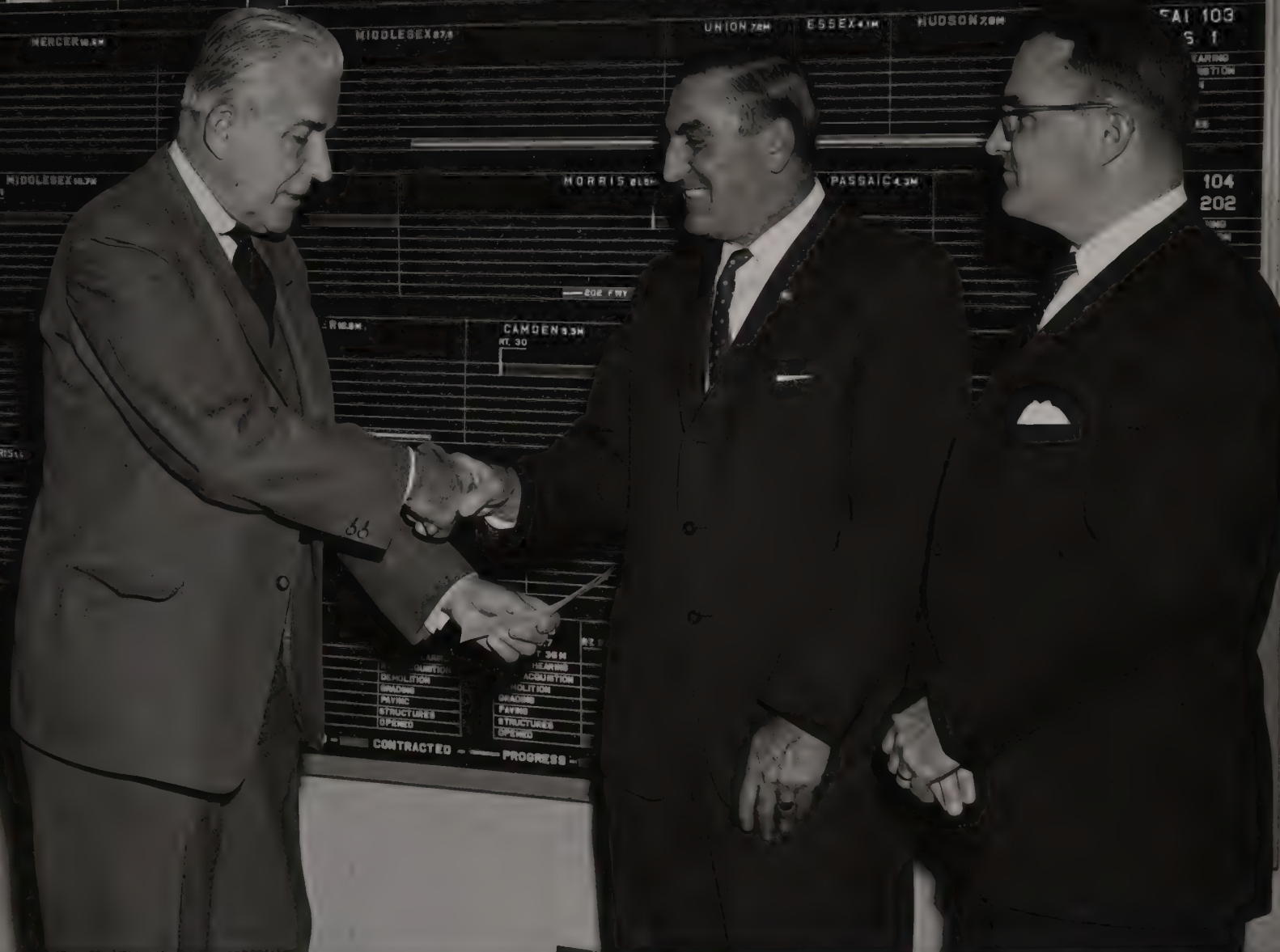
RT 95
LENGTH 4.5
EST. COST \$6.5M
PUBLIC HEARING
ROW ACQUISITION
DEMOLITION
GRADING
PAVING
STRUCTURES
OPENED

RT 287
LENGTH 63.7
EST. COST \$6.7M
PUBLIC HEARING
ROW ACQUISITION
DEMOLITION
GRADING
PAVING
STRUCTURES
OPENED

RT 295
LENGTH 64.8
EST. COST \$6.8M
PUBLIC HEARING
ROW ACQUISITION
DEMOLITION
GRADING
PAVING
STRUCTURES
OPENED

RT 280
LENGTH 56.7
EST. COST \$11.8M
PUBLIC HEARING
ROW ACQUISITION
DEMOLITION
GRADING
PAVING
STRUCTURES
OPENED

RT 278
LENGTH 5.0
EST. COST \$6M
PUBLIC HEARING
ROW ACQUISITION
DEMOLITION
GRADING
PAVING
STRUCTURES
OPENED



FAI 101
US 46

PUBLIC HEARING
ROW ACQUISITION
DEMOLITION
GRADING
PAVING
STRUCTURES
OPENED

FAI 102
US 22

PUBLIC HEARING
ROW ACQUISITION
DEMOLITION
GRADING
PAVING
STRUCTURES
OPENED

FAI 103
S 1

HEARING
VISION
S

104
202

CONTRACTED — PROGRESS —



State Highway Commissioner Dwight R. G. Palmer presents Paul S. Haney, of Bloomsbury, a highway maintenance section foreman, with a \$450 check in recognition of a suggestion that saved the State agency \$4,500. Mr. Haney's son, Richard P. Haney, of Easton, Pa., looks on. The suggestion that earned the award utilized idle Departmental ice control equipment in applying dry Portland cement to earth shoulders as part of a soil stabilization process. The Department figures it will save 15¢ per square yard of shoulders stabilized on each such project in the future.

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1958

RTE. U.S. 1 INTERSECTION BIDS
N. Brunswick Twp., Midd. Co.

Trenton, Oct. 14.- A bid of \$192,448.02 submitted by Hess Bros., Inc., of Parlin, was the lowest of four received today by the State Highway Department on a project that will completely revise the present Jersey Avenue-Route U.S. 1 intersection in North Brunswick Township, Middlesex County.

Jersey Avenue is a principal street leading into New Brunswick from Route U.S. 1. Other bidders on the project were: The Halecrest Co., Metuchen, \$192,641.70; Kingston Bituminous Products Co., Kingston, N.J., \$196,245.69; A. J. Cunningham & Sons, Trenton, \$199,686.65.

The Department's plans call for completely closing off the present intersection and extending Jersey Avenue on a 1,100 foot long relocated alignment. The relocation will begin approximately 700 feet back from the present intersection with Route 1. It will parallel Route 1 and enter Orchard Street at a point about 250 feet west of its right angle intersection with Route 1.

Orchard Street will be reconstructed between the highway and the point where it will be joined by relocated Jersey Avenue. A jug handle that will permit off-the-highway left turns from northbound Route 1 into the Orchard Street-Jersey Avenue area will be built on the east side of Route 1. Traffic signals will be installed to regulate crossing movements.

All new roadways are to be constructed of bituminous concrete laid on stone base course. The Jersey Avenue relocation and reconstructed Orchard Street will be 54 feet wide, paved from curb to curb. The jug handle roadway will be 32 feet wide.

As part of the project the existing low Route 1 center island will be replaced by a 20 inch high solid concrete barrier, 30 inches wide at its base.

1958

Rte. U.S. 1 Intersection Bids

N. Brunswick Township, Middlesex County.

The barrier curb will start 500 feet south of Orchard Street and, except for an opening opposite the new jug handle will be continuous north as far as the top of the Pennsylvania mainline railroad overpass. Total length of the barrier will be approximately 1,500 feet.

Within the same area existing Route 1 shoulders will be widened and the highway re-surfaced with bituminous concrete. The widening and re-surfacing operations will tie into similar operations being performed as part of another Department contract extending over 6 miles of Route 1 immediately south of the proposed intersection revision project site.

The intersection revision is to be completed by June 26, 1959, and the Federal Government will pay two-thirds of its cost.

All bids will be reviewed by State Highway Department and Federal Bureau of Public Roads engineers before the contract is awarded.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



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IMMEDIATE RELEASE

1958

ROUTE 80 (F.A.I. 101)
Hibernia Ave. Relocation
Denville, Morris County.

Trenton, Oct. 14.-- The New Jersey State Highway Department announced today that the Hibernia Avenue relocation in Rockaway, part of its Interstate Route 80 (F.A.I. 101) construction in Morris County, will be opened for traffic tomorrow afternoon.

The 2,500 foot long relocation is part of a \$4,949,987 contract for construction of a 2.4 mile section of the new Interstate Freeway that will extend from the George Washington Bridge to the Delaware Water Gap.

The 2.4 mile section that included the Hibernia Avenue relocation extends from south of Route 46 in Denville to the Mt. Hope-Rockaway Road. The work of this contract, being performed by the Union Building and Construction Corp., of Passaic, is now more than 70 percent completed.

Bids on the project were taken by the Department on July 30 of last year and the contractor started work during the following month. A Department spokesman said the project is running slightly ahead of schedule and completion is anticipated during next summer.

Hibernia Avenue was relocated, according to the Department, in order to provide a better position for bridging it with the six lane freeway and making major connections with the new route. Ramps to relocated Hibernia Avenue will provide for a complete interchange of traffic for the local area and the Freeway.

The Department spokesman said that no detours were put into effect for Hibernia Avenue traffic during the relocation. The shift puts the new roadway approximately 400 feet west of its old location. The relocated roadway is constructed of bituminous concrete on stone base course. It is 48 feet wide for most of its length, tapering to meet the present 24 foot wide road at each end.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

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IMMEDIATE RELEASE



ROUTE 77 BIDS
Cumberland County.

Trenton, Oct. 14.- The Bancheri Construction Co., of Hammonton, submitted the lowest of four bids received today by the State Highway Department on widening and resurfacing approximately two miles of Route 77 (Pearl Street) in Bridgeton, Cumberland County.

The firm's bid was \$471,029.15. Other bidders were A. H. Lupton, Jr., Inc., Bridgeton, \$542,128.61; Geo. Slade, Inc., Bridgeton, \$542,981.98, and Edw. H. Ellis & Sons, Merchantville, \$588,314.10.

The project will extend from just south of the Central Railroad of New Jersey crossing to Route 49 (Broad Street). It will also include replacement of existing curbs and installation of sidewalks and new storm drain system.

The existing Route 77 concrete pavement is of variable widths up to 34 feet and extends from the railroad to Washington Street. It will remain to serve as a base for a new bituminous concrete surface, which will also be applied to a stone base course that will be laid as part of the widening operations.

From Washington Street to the end of the project at Broad Street, 1,400 feet, the present bituminous treated roadway will be re-graded and the bituminous concrete surface applied to a new stone base over the full width of the new roadway.

The completed project will provide a 42 foot wide roadway paved from curb to curb throughout its length.

The Federal Government is sharing half the cost of the project, which is to be completed within 100 working days after the contract is awarded. Working days will not be counted between December 1, 1958, and April 1, 1959.

All bids will be reviewed by State Highway Department and Federal Bureau of Public Roads engineers before the contract is awarded.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

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IMMEDIATE RELEASE



1958
ROUTE 78 (F.A.I.-102) BIDS

Trenton, Oct. 20.- The New Jersey State Highway Department will receive competitive bids November 13 on the largest single earth-moving contract in its 40-year history.

The project will consist of preliminary roadway grading, drainage, and construction of 5 bridges for 4.8 miles of future Interstate Route 78 (F.A.I. 102) through the Jugtown Mountain area of Hunterdon County, west of Clinton.

The proposed construction will extend from the easterly end of present Interstate Route 78 grading and paving between Still Valley and Bloomsbury, easterly to beyond Pattenburg Road. There it will meet the presently dualized portion of Route U.S. 22. The Freeway section lies partly in the Borough of Bloomsbury and Bethlehem and Union Townships.

A Highway Department spokesman said the project will include excavation of more than 3-1/2 million cubic yards of combined rock, shale and earth. In some locations the highway grading will slice 100 foot deep wedges through the existing mountainous area. Embankments to carry the future freeway across valleys and ravines will extend more than 100 feet above the existing ground.

The graded width, to permit construction of future dual 25 foot wide roadways separated by an 84-foot wide center island and bordered by 12-foot wide shoulders and 10-foot berm areas, will be a minimum of about 140 feet. Grading will extend to a total width of 600 feet at some locations where long embankment slopes are necessary.

A Department spokesman said a separate road paving contract will be let when the grading project nears completion. The section is part of a 68 mile freeway that will cross New Jersey from the Holland Tunnel to the Delaware River at Phillipsburg.

1958
ROUTE 78 (F.A.I.-102) BIDS

Estimated cost of Interstate Route 78 in New Jersey is \$388.5 million. It will be part of a 41,000 mile nationwide network of Interstate and Defense Freeways that will link 90 percent of this country's largest industrial and population centers.

As part of the construction work of this contract a 1200 foot long section of Turkey Road will be shifted 50 feet west of its present location. Approximately 2,500 feet of existing Tunnel Road will also be relocated. It will be shifted westerly about 600 feet. Both are being relocated to better accommodate their being overpassed by the Freeway and will be surfaced with bituminous concrete. The Turkey Hill roadway will be 25 feet wide and Tunnel Road will be 24 feet wide with 8 foot shoulders.

Also to be built is a 6,800 foot long, 22-foot wide service road that will parallel the southerly side of the freeway from Pattenburg Road to the west. It will be surfaced with bituminous concrete, and prevent land-locking property adjacent to but beyond the freeway limits.

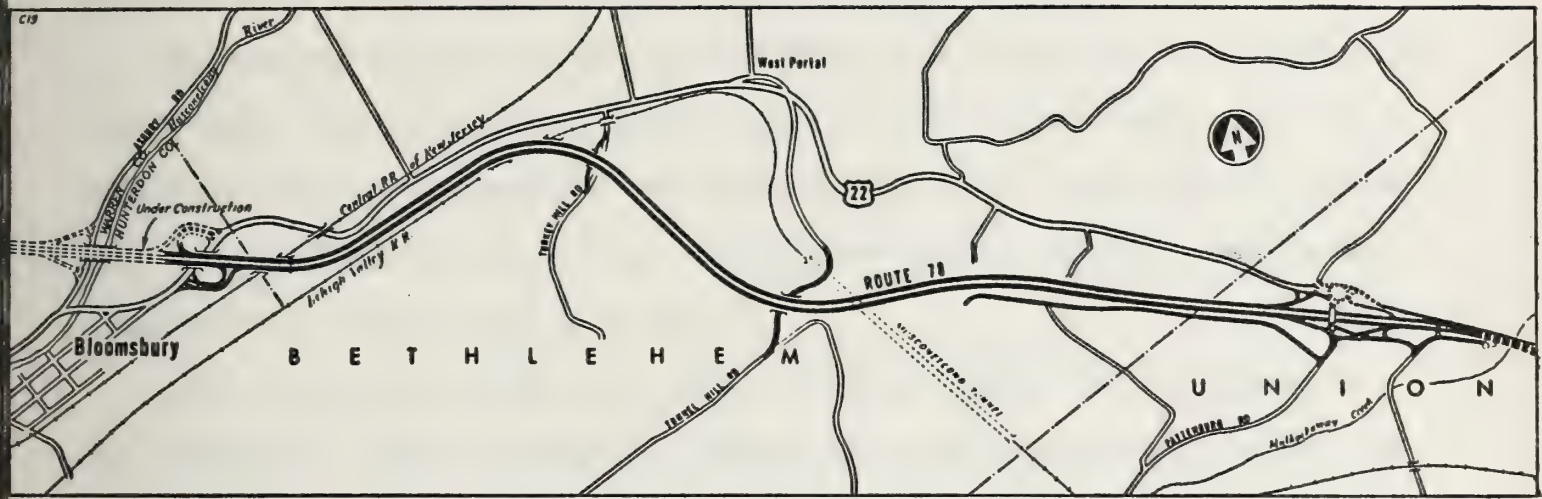
A shorter service road, leading from Pattenburg Road to an existing church on the south side of the new route about 1,300 feet east of Pattenburg Road, will also be built. It will be 24 feet wide, bituminous concrete surfaced, with 8 foot wide improved shoulders.

Five bridges will be included in the contract. They will carry the future freeway over Turkey Hill Road, Tunnel Road and two small streams, and carry Pattenburg Road over the freeway.

Two other bridges within the limits of the project will be constructed under a separate contract. They will take the future interstate route over the Lehigh Valley and Central Railroads.

All of the work of the record breaking contract is to be completed in 440 working days. A Department spokesman said a working day is considered to be any day, exclusive of Saturdays, Sundays or legal holidays, when weather conditions permit the contractor to utilize at least half of his working force.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

IMMEDIATE RELEASE



TUxedo 2-3000 - Ext. 431-432

1958

ROUTE U.S. 1 BIDS

Trenton, Oct. 21.- The Kingston Bituminous Products Co., of Kingston, N.J., was low bidder today on each of the two New Jersey State Highway Department projects aimed at extending present Route U.S. 1 safety and rehabilitation construction another 6.5 miles in Mercer and Middlesex Counties.

Total of the firm's bids on the two projects was \$1,324,323.77. The projects are part of the Federal-State emergency anti-recession program.

The proposed work of the two projects consists of replacing the existing center island with a two-foot high reinforced concrete center barrier, widening and resurfacing the present dual roadways with bituminous concrete, constructing 14 jug-handle left turn and turnaround facilities, and reconstructing the route's outer roadway shoulders to a minimum width of 10 feet.

One of the projects will start at the new Motor Vehicle Testing Station in the Bakers Basin section of Lawrence Township and extend northerly 3.5 miles. Its northerly limit will be approximately three-quarters of a mile south of Alexander Road in West Windsor Township. Both limits are in Mercer County.

The Kingston firm's bid on this project was \$717,717.17. Other bidders were: A.J. Cunningham & Sons, Trenton, \$736,107.90; Halecrest Company, Metuchen, \$765,877.74; Albert E. Barrett, Trenton, \$774,619.51; Michael J. Stavola, Inc., Red Bank, \$953,480.70.

In addition to widening the present dual roadways from 24.5 feet each to a new width of 27 feet each, replacing the center island with a barrier curb, and reconstructing the outer shoulders, the project will include construction of eight jug-handles.

They will be located in pairs, one on each side of the highway, at the Motor Vehicle Station, at Duck Pond Run, at Meadow Road, and midway between Meadow Road and the northerly limit of the project.

1958
ROUTE U.S. 1 BIDS

The second project is 3 miles long, starting at the State Police Barracks in Plainsboro Township and continuing northerly to Stout's Lane in South Brunswick Township.

The project is entirely within Middlesex County and meets the southerly end of similar construction now proceeding over a continuous six mile stretch of Route 1 in South and North Brunswick Townships.

The Kingston Bituminous Products Co. bid on this project was \$606,606.60. Other bidders were: Halecrest Company, Metuchen, \$642,709.03; A.J. Cunningham & Sons, Trenton, \$656,306.90; Franklin Contracting Co., Little Falls, \$669,570.05; Albert E. Barrett, Trenton, \$684,535.74; Manzo Contracting Co., Matawan, \$710,640.00.

In addition to the center barrier, highway widening and resurfacing, and shoulder reconstruction, the Plainsboro to Stout's Lane project will include construction of six jug-handles. They will be located in pairs, one on each side of the highway, at College Road, Ridge Road and Raymond Road. They will permit safe off-the-highway turns into the existing streets from either direction of Route 1 and also allow safe off-the-highway "U" turns.

Openings in the barrier will be made only opposite the jug-handles. Traffic wishing to reverse its direction or turn left from the highway will be permitted to do so only at the jug-handles, according to a Highway Department spokesman.

Underground installations will be made at all of the jug-handles for future erection of traffic signals at such time as traffic volumes require them.

The Bakers Basin to Alexander Road project is to be completed by August 30, 1959. The Plainsboro to Stout's Lane project is to be completed by September 26, 1959. Traffic will be carried through the limits of each project during the construction period.

The Federal Bureau of Public Roads will pay two-thirds of the cost of all of the work and the State Highway Department will carry the remainder of the cost. All bids will be reviewed by State Highway and Federal engineers prior to awarding the contract.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1958
ROUTE 46 BIDS

Trenton, Oct. 21 - The firm of V. Otillo & Sons, of Paterson, submitted the lowest of eight bids received by the State Highway Department today on a project aimed at making a 2.5 mile section of Route 46 wider and safer in Totowa, Little Falls, West Paterson and Clifton, Passaic County.

The Paterson firm's bid was \$373,461.80. Other bidders were: Franklin Contracting Co., Little Falls, \$381,842.25; Union Bldg. & Construction Corp., Passaic, \$396,360.20; Cofrancesco Construction Co., Paterson, \$397,412.75; Gallo Asphalt Co., Irvington, \$398,789.21; Samuel Braen's Sons, Hawthorne, \$429,962.95; P. Michelotti & Sons, \$444,157.19; Whippany Construction Co., Hanover, \$445,136.50.

The project, part of the Federal-State emergency anti-recession program includes adding another lane to each of the existing dual roadways, surfacing the new lane and existing concrete pavement with bituminous concrete, constructing a two-foot high steel barrier in the existing earth center island, and reconstructing the present highway shoulders.

The widening will be accomplished throughout a major portion of the project by cutting the present 14 foot wide shoulder adjacent to the center island to 3 feet. This is in line with modern highway design aimed at discouraging stops on shoulders immediately adjacent to inside traffic lanes. The remaining three feet will serve as a "safety strip" for motorists who might "wander" from the regular traffic lane.

In conjunction with the widening, which will provide a minimum roadway width of 36 feet for each direction of traffic, the existing mounded earth center island will be depressed and a double-faced steel beam guard rail installed in its center.

The center island guard rail installation will serve to physically prevent head-on accidents which might otherwise occur if a car or truck were to veer from its roadway and cross the center island into opposing traffic.

1958
ROUTE 46 BIDS

The guard rail will be similar to roadside steel guard rail installations except that a wide steel horizontal beam will be mounted on each side of vertical posts to deflect vehicles from either side.

The new central barrier will be continuous except where the center island is reduced in width, principally at bridge sites. At these locations a 6 foot wide concrete center island, bordered by 10-inch high white concrete curb, will be constructed.

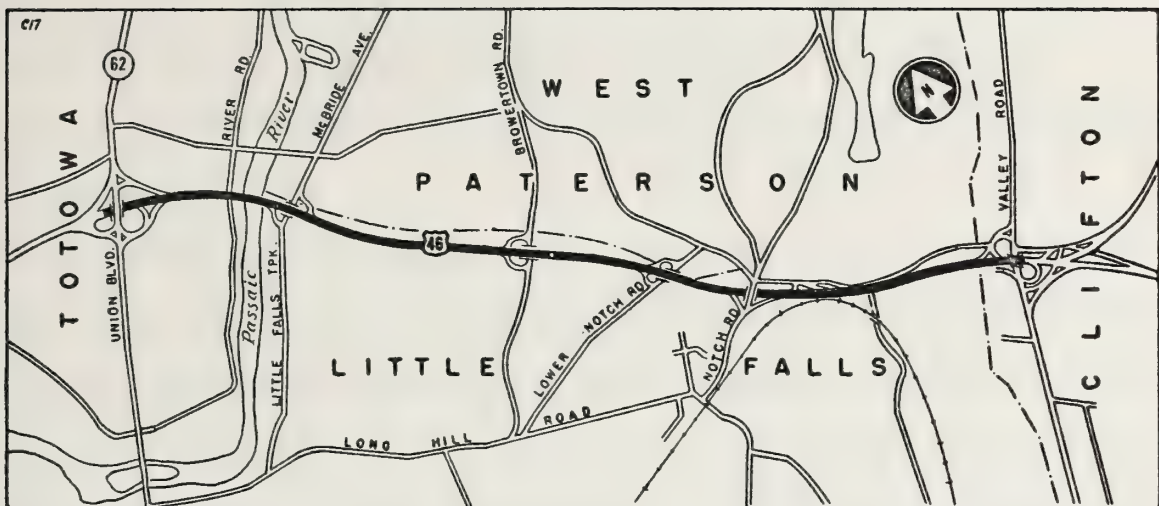
The new roadway shoulders will be 10 feet wide along the outer edge of roadways and 3 feet along the center island. They will comprise a 4 inch thick stone base course surfaced with 2 inches of bituminous concrete. A white limestone layer will be applied to the bituminous concrete to delineate shoulder areas and aid in night driving.

All of the work is to be completed within 100 working days after the contract is awarded. Working days will not be counted between December 1, 1958, and April 1, 1959. During this period weather conditions, particularly temperature, greatly restrict construction operations of this type.

No detours will be necessary for Route 46 traffic and the contractor will be permitted to reduce available roadways to one lane for each direction only during periods of actual construction operations.

The Federal Government will pay two-thirds of the cost of the project, and the State the remainder. All bids will be reviewed by State Highway and Federal engineers before the contract is awarded.

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ROUTE 46 - Totowa, Little Falls, West Paterson and Clifton,
Passaic County.

Bids Received October 21, 1958.

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

RELEASE THURS.P.M., OCT. 23.

1958
ROUTE U.S. 46
Morris County.

Trenton, Oct. 23.- The State Highway Department today announced that next Monday (October 27) it will open two new Route 46 jug-handle and turnaround facilities and permanently close eight existing center island openings in Montville Township, Morris County.

The new facilities were constructed under a \$134,000 contract awarded to the Franklin Contracting Co., of Little Falls, last June. The island closings will mark the final phase of the safety construction project, a Department spokesman said.

The project is being carried out as part of the Department's master plan for bringing more than half of the State Highway system in line with anticipated 1975 safety and traffic capacity requirements.

The Montville Township project consists of constructing jug-handle left turn and turnaround facilities at the Route 46-Hook Mountain Road intersection; closing eight existing Route 46 center island openings and another on Bloomfield Avenue east of its interchange with Route 46; and construction of a turnaround facility for eastbound Route 46 traffic at the Route 46-Bloomfield Avenue interchange.

The Federal Government is sharing half of the project's cost.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

RELEASE THURS.P.M., OCT. 23

1958

CAPE MAY CANAL
BRIDGE APPROACHES

Trenton, Oct. 23.- The State Highway Department today announced it will hold a public hearing November 12 at Cape May Court House on proposed alignment of approaches for the new high level bridge over the Cape May Canal in Lower Township, Cape May County.

Recent Federal action setting a minimum clearance of 55 feet for the bridge structure over the canal paved the way for the Highway Department to proceed with readying the bridge approach plans, according to a Highway Department spokesman.

The Department last year set \$1,000,000 of joint State-Federal allocated funds aside for constructing the approaches and the bridge's sub-structure. Plans for the work was held up, however, awaiting Federal designation of the structure's minimum clearance over the canal, which is part of the Inland Waterway system.

The hearing is set for 11 a.m. It will be held in the Freeholders' Room of the Court House Building.

The new alignment of the mile-long approaches will begin at Schellenger's Landing Road, swinging gradually to the east of present Route 9 and crossing the canal at the new bridge site, approximately 125 feet east of the present bridge. A short distance north of the bridge site the roadway will split. The future southbound roadway will join Route 9 just south of its intersection with the Garden State Parkway. The future northbound roadway will make its junction at the Parkway-Route 9 channelized intersection.

A Department spokesman said no timetable for the project could be given at this time as contracts would hinge upon completion of bridge and roadway construction plans.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432

RELEASE THURS.P.M., OCT. 23.

1958
ROUTE 33 COMPLETION

Trenton, Oct. 23.- The State Highway Department today announced the conversion of Route 33 from two to four-lane width between Route 35 and the Garden State Parkway, in Monmouth County, is now "virtually completed."

A Highway Department spokesman said the erection of traffic signals at the new Brighton Avenue jug-handle in Neptune Township during the first week in November would "wrap up" the 3.6 mile long widening project.

Work forces of the General Paving Co., of Atlantic City, who started the \$612,000 project last February, are now performing "minor roadway surface adjustments" around manholes that project through the new bituminous concrete pavement and are topsoiling a few remaining slopes, the spokesman said.

The improvement was performed as part of the Department's master plan for bringing more than half of the existing highway system into line with highway safety and capacity requirements for 1975. The State and Federal Government shared equally in cost of the project.

The widened portion of Route 33 serves as a Parkway feeder-route and principal east-west highway for shore municipalities between Asbury Park and Belmar. In addition to being widened to 52 feet from the Parkway to Old Corlies Avenue, opposite the Asbury Park Golf course, and 46 feet wide from there to Route 35, it was resurfaced.

Except for being paved for its full 40 foot curb to curb width between Route 35 and Hawthorne Avenue, in Neptune, the former main line pavement varied from 20 to 22 feet in width. The old roadway shoulders were improved surfaced gravel varying from 8 to 10 feet in width.

The Highway Department widened the route an additional three feet on each side between Route 35 and Hawthorne Avenue, in Neptune.

1958
ROUTE 33 COMPLETION

From Hawthorne Avenue to Old Corlies Avenue the widening extended 13 feet out from each edge of the existing pavement. From Old Corlies Avenue to the Parkway the highway was widened 16 feet on each side.

In addition to the widening, the Department constructed safety islands and a jughandle at the intersection of the route with Sylvania and Brighton Avenues at Shark River Hills. The jughandle was built on the northerly side of the highway in order to permit the west-bound Route 35 and Sylvania Avenue traffic to make a left turn into Brighton Avenue from outside the main roadway limits. Traffic signals will control the movement, which is especially heavy during the 7 to 9 a.m. period on week days.

Regular Route 33 and cross street traffic were carried through the project at all times during its construction and completion was on schedule, the Department spokesman said.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE



1958

SCUDDERS FALLS BRIDGE BIDS

Trenton, Oct. 28.- The New Jersey State Highway Department today received 8 bids on construction of superstructure for the new Delaware River Joint Toll Bridge Commission bridge to be located on the Delaware above Trenton at Scudders Falls.

Low bidder was the Conduit & Foundation Corp., of Phila. The firm's bid was \$1,675,895. The other bidders were: Harris Structural Steel Co., New York, \$1,692,348; Schacht Steel Constn., Inc., Hillside, \$1,769,108.50; Karl Koch Erecting Co., New York, \$1,779,601.50; Bethlehem Steel Co., Phila., \$1,794,501.55; American Bridge Div., U.S. Steel Corp., New York, \$1,822,089.95; F.A. Canuso & Son, Phila., \$1,853,420.30; Phoenix Bridge Co., Phoenixville, \$2,003,794.90.

The State Highway Department in addition to receiving the bids will award the contract and supervise construction.

Half of the cost of the project will be borne by the Federal Bureau of Public Roads with New Jersey and Pennsylvania sharing equally in the remainder.

All bids will be reviewed by the Bridge Commission, Highway engineers of the New Jersey and Pennsylvania Highway Departments, and the Federal Bureau of Public Roads, prior to awarding of the contract.

Bids were received on a separate contract for the construction of the bridge substructure on June 17. The contract was awarded to the Conduit & Foundation Corp.

When completed the bridge will provide two 27-foot riding lanes, separated by 2-foot wide, 8-inches high concrete medial strip. There will be concrete safety walks, each 2-1/2 feet wide at the outer edges of the roadway.

A concrete parapet wall surmounted by a two-foot high tubular railing will be constructed on the outer edge of the sidewalk.

The concrete bridge deck will be 36 feet above normal low water and will be clear of the high water level of 1955 by 10 feet.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

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RELEASE THURS.P.M., NOV. 6.



1958

Interstate Route 80- Leonia
Bergen-Passaic Expressway.

Trenton, Nov. 6.- New Jersey State Highway Commissioner Dwight R.G. Palmer has announced U.S. Bureau of Public Roads' approval of the Department's recommended alignment for Interstate Route 80 (Bergen-Passaic Expressway) from the George Washington Bridge approaches westerly to Teaneck Road in Bergen County.

Earlier approval was made by the Federal agency for proposed Highway Department alignment of the route from Teaneck Road westerly to through Wayne Township, Passaic County.

Commissioner Palmer said approval of the Teaneck-Leonia-Englewood-Fort Lee section's alignment marks the end of 2-1/2 years of intensive analyses, presentation of reports, appraisals of properties, and studies of the effect on ratables and tax collections.

The studies were all aimed at avoiding adopting a strictly engineering "straight line" alignment from the bridge approaches through Leonia and westward, the Commissioner stated.

The conclusions reached are illustrative of the policy of the Highway Department to evaluate all aspects of an area -- its needs and maximum preservation of homes, public institutions and parks, Commissioner Palmer said.

A public hearing, at which several combinations of three principal alignments were discussed, was held by the Department on August 6 at Leonia High School.

Final Federal approval came after a review of tape recordings of the session and re-emphases of the recommendations of the Highway Department to officials of the Bureau of Public Roads. The latter agency will pay 90 percent of the route's cost.

1958Interstate Route 80 - Leonia
Bergen-Passaic Expressway.

The alignment approved by the Federal agency is 3.1 miles long and was described to the over 1,000 persons at the public hearing as the Highway Department's preferred line.

Going from west to east, it crosses Teaneck Road, Teaneck, in the vicinity of Arthur Street; swings northeasterly to cross Overpeck Creek and the Erie Railroad south of the Englewood boundary; heads east along the Englewood-Leonia municipal line, crossing Route 4 in Fort Lee and following along the easterly side of Route 4 to the George Washington Bridge approaches.

Commissioner Palmer said the approval will enable the State Highway Department to "immediately proceed with engineering refinement of the line and get ahead with preparation of right of way and construction plans."

He added that it would be impossible at this moment to estimate when actual property acquisition would begin due to the possibility of engineering problems that could develop in the process of refining the alignment and have an influence on determining the exact limits of right-of-way needs.

It is planned that the proposed highway in this area will be constructed for 10 traffic lanes. Initial volumes of traffic will be about 75,000 cars a day, reaching 120,000 a day by 1968, according to Highway Department engineers.

The Department has assigned a high priority to construction of both the Bergen and Passaic sections of the 72 mile, \$387 million interstate route that will span the state, crossing the Delaware River near Columbia, in Warren County. In the Bergen-Passaic area it will reduce present congestion on Routes 4 and 46 and permit them to perform a more effective "local" function.

1958Interstate Route 80 - Leonia
Bergen-Passaic Expressway.

Public hearings have been held on all of the sections of the route within Bergen and Passaic Counties. They cover a distance of 18.3 miles. Right of way acquisition in some of the Bergen municipalities has been undertaken by the Department and contracts for construction of the route's bridge over the Passaic River between Paterson and East Paterson are called for in the Highway Department's current fiscal year program.

Actual construction contracts on a more westerly section of the route, between Denville and Netcong in Morris County, are now under way. They total more than \$16 million and cover nearly 9 miles in that area.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE



1958
ROUTE 27

Trenton, Nov. 6 - A State Highway Department spokesman said today that all work connected with widening Route 27 from two to four lanes between Sandford Street and How's Lane, a two mile stretch partly in New Brunswick, Middlesex County, and Franklin Township, Somerset County, is now practically complete.

The Department expects to have all construction operations within roadway limits completed this week when reconstruction of the at-grade crossing of the Pennsylvania Railroad's Millstone branch line is to be finished.

A small force of contractor's workmen will remain after that to complete topsoiling and seeding operations, re-plant some fencing that was temporarily removed or relocated during construction, and finish up reconstruction of portions of adjoining driveways affected by the Department's operations, according to the spokesman.

A new reflective white center line has already been placed on the new pavement surface by the Highway Department forces and outside edge and intermediate lane markings will be added shortly the Department announced.

Under the contract work that began last December the old 18-foot wide pavement was widened to 46 feet and surfaced with bituminous concrete. A new storm drainage system was also installed along the entire length of the project.

The work area began approximately 250 feet south of How's Lane, the southerly boundary line of New Brunswick, and continued northerly to Mile Run Brook, just south of the intersection of French Street and Sandford Street in New Brunswick.

The Department said the project was completed within the working time allowed in the contract.

1958
ROUTE 27

No detours were required as provisions were made for carrying traffic through the project at all times.

The Federal Government shared half of the \$368,000 cost of the project, which was undertaken by the State Highway Department as part of its master plan program for increasing safety and traffic capacity of more than half of its present routes in order to meet 1975 traffic needs.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

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IMMEDIATE RELEASE



1958
ROUTE 28
Peter's Brook Completion.

Trenton, Nov. 7.- The State Highway Department has announced completion of its new Route 28 bridge over Peters Brook in Somerville, Somerset County. The \$136,000 project began last April and was completed on schedule, a Department spokesman said.

The old bridge accommodated only a 40-foot wide roadway. The new structure provides for a 54-foot concrete roadway bordered by a six foot wide sidewalk. It has a 45-foot stream span and girders are pre-stressed concrete.

In conjunction with the bridge construction, the highway was widened to 54 feet immediately adjacent to the structure. Widening on the north side of the highway extended between Park Avenue and Codington Place. On the south side the widening was between Wanderer Parkway and South Gaston Avenue.

The Federal Government shared half of the project's cost.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1958
ROUTE 18 BIDS
Middlesex County.

Trenton, Nov. 7.- A \$746,545.59 offer by the Manzo Contracting Company, of Matawan, was the lowest of 10 competitive bids received today by the State Highway Department for final grading and paving 2.5 miles of new Route 18 alignment in Madison Township, Middlesex County.

The project extends from Spring Valley Road to Pine Street. Bids will be received November 25 on a second project that will extend construction from Pine Street to the present Route 18 traffic circle in Old Bridge. A third contract for interchange facilities connecting the new route alignment with Route 9 is planned by the Highway Department before next July 1.

The route is being built as part of the Highway Department's master plan for highway system extension and improvement aimed at bringing state road facilities into line with anticipated 1975 safety and traffic capacity needs. The Federal Government will pay two-thirds of the Route 18 project costs.

Other bidders on the Spring Valley Road to Pine Street project were: Michael J. Stavola, Inc., Red Bank, \$832,293.25; Halecrest Co., Metuchen, \$853,188.26; Geo. M. Brewster & Son, Bogota, \$869,327.60; Hess Brothers, Parlin, \$877,784.00; Franklin Contracting Co., Little Falls, \$911,880.69; Thos. Nichol Co., Farmingdale, \$1,022,142.36; Peter W. Kero, Inc., Carlstadt, \$1,045,808.81; J.F. Chapman & Son, Hillside, \$1,072,760.63; S.J. Groves & Sons Co., Woodbridge, \$1,136,178.25.

The construction will provide for building dual 25 foot wide roadways separated by a center mall up to 54 feet wide. Each two-lane bituminous concrete surfaced roadway will be bordered along its outer edge by a 10-foot wide hard surfaced shoulder. There will be a minimum of openings in the center island.

1958
ROUTE 18 BIDS
Middlesex County.

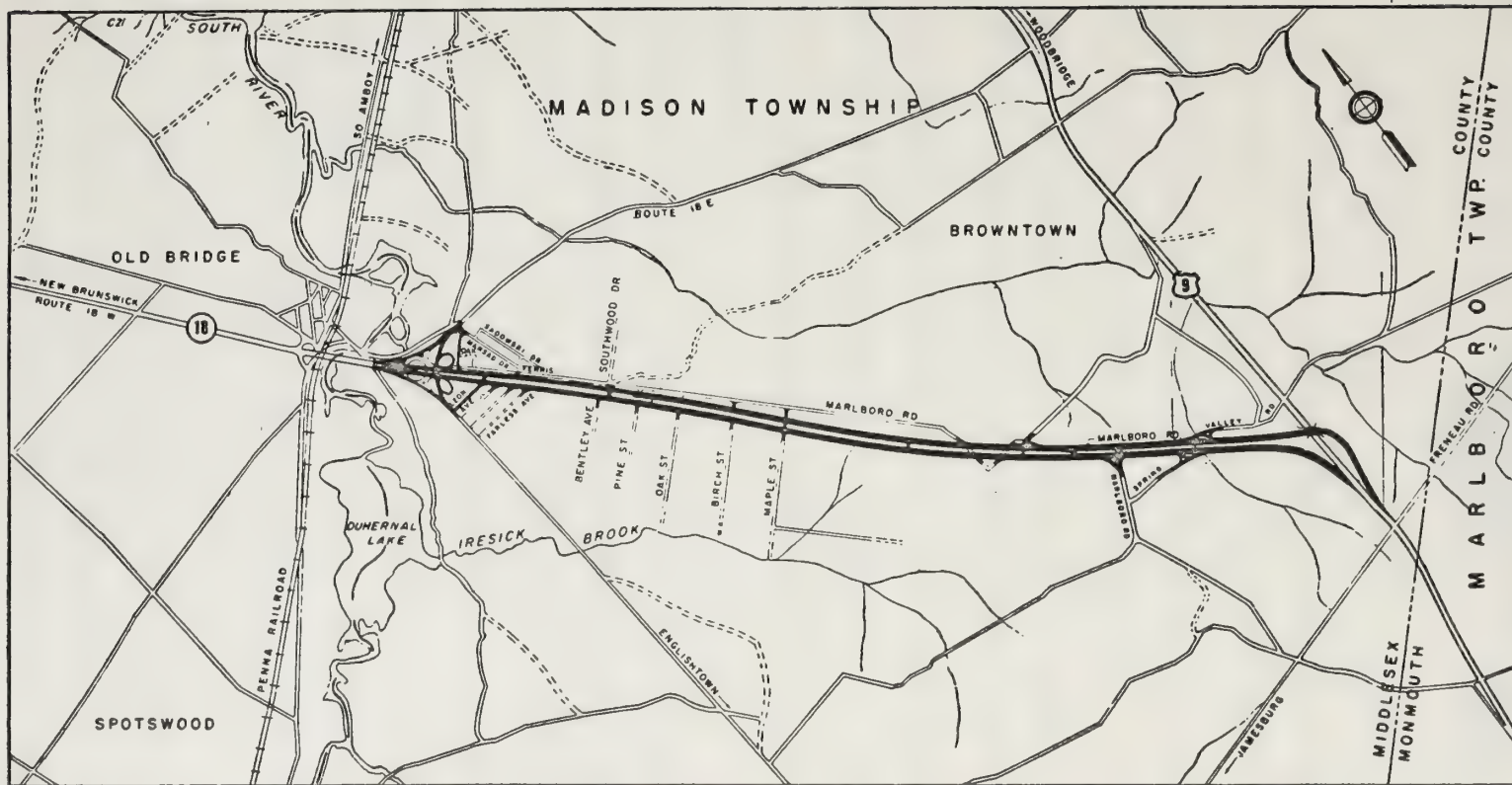
Roadway design will permit eastbound Route 18 traffic to enter or leave at Oak Street. Both eastbound and westbound can enter or leave at Birch Street.

There will be a traffic signal controlled intersection at Maple Street permitting local traffic to enter, leave or cross the highway at that point. Connections with Marlboro Road will permit full interchange of local and highway traffic there.

At Spring Valley Road the Department's plans call for construction of two jug-handles, one on each side of the highway and connecting with the local road to permit all traffic movements between the highway and the local road.

Completion of the project is called for by October 1, 1959. All bids will be reviewed by Federal Bureau of Public Roads and State Highway Department engineers before the contract is awarded.

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ROUTE 18 - Middlesex County. Bids Received November 7, 1958.

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE



1958

ROUTE 202 BIDS

Trenton, Nov. 7.- The Franklin Contracting Co., of Little Falls, submitted the lowest of nine competitive bids received by the State Highway Department today on the first of three projects to be undertaken this month to dualize five miles of Route 202 immediately west of Somerville, Somerset County.

The firm's bid was \$670,198.45. Other bidders were: Thomas Nicol Co., Farmingdale, \$686,401.98; Weldon Contracting Co., Westfield, \$705,236.67; Public Constructors, Inc., Blackwood, \$708,673.97; L. Zimmerman & Sons, Hillside, \$746,419.42; J. F. Chapman & Son, Hillside, \$765,653.95; Mal-Bros Contracting Co., W. Caldwell, \$778,996.35; Peter W. Kero, Inc., Carlstadt, \$791,423.50; S.J. Groves & Sons Co., Woodbridge, \$854,299.85.

The project bid on today is 1.7 miles long, extending from Beechwood Drive to Huyler Road in Branchburg Township. The major portion of the contract work will consist of building a new 25 foot wide two-lane westbound roadway that will have a 10 foot wide outside shoulder. It will be separated from the present roadway by a 25 to 30 foot wide center island that will have a minimum of openings through it.

Another phase of the work will be installation of new storm drains and replacing sections of existing eastbound roadway pavement that have deteriorated since their original construction.

The work will also include widening the existing Holland Brook Bridge an additional 60 feet and complete revision of the Old York Road and Robbins Road intersections. At each of the two intersections protected left turn slots will be provided. In conjunction separate jug-handle turnarounds will be located adjacent to the intersections for each direction of Route 202 traffic to use in reversing its direction. Center island openings will be provided only at the turnaround and jug-handle locations.

1958
ROUTE 202 BIDS

The second of the Route 202 improvement projects will extend 1.3 miles from Huyler Road to 700 feet east of the Central Railroad. The project area lies partly in Branchburg and Bridgewater Townships. Bids on this contract will be received by the Highway Department on November 12.

The third project will extend from 700 feet east of the Central Railroad to the Route 28 traffic circle. It will be partly within Bridgewater Township and the Borough of Raritan. Bids will be received on this two mile section on November 18.

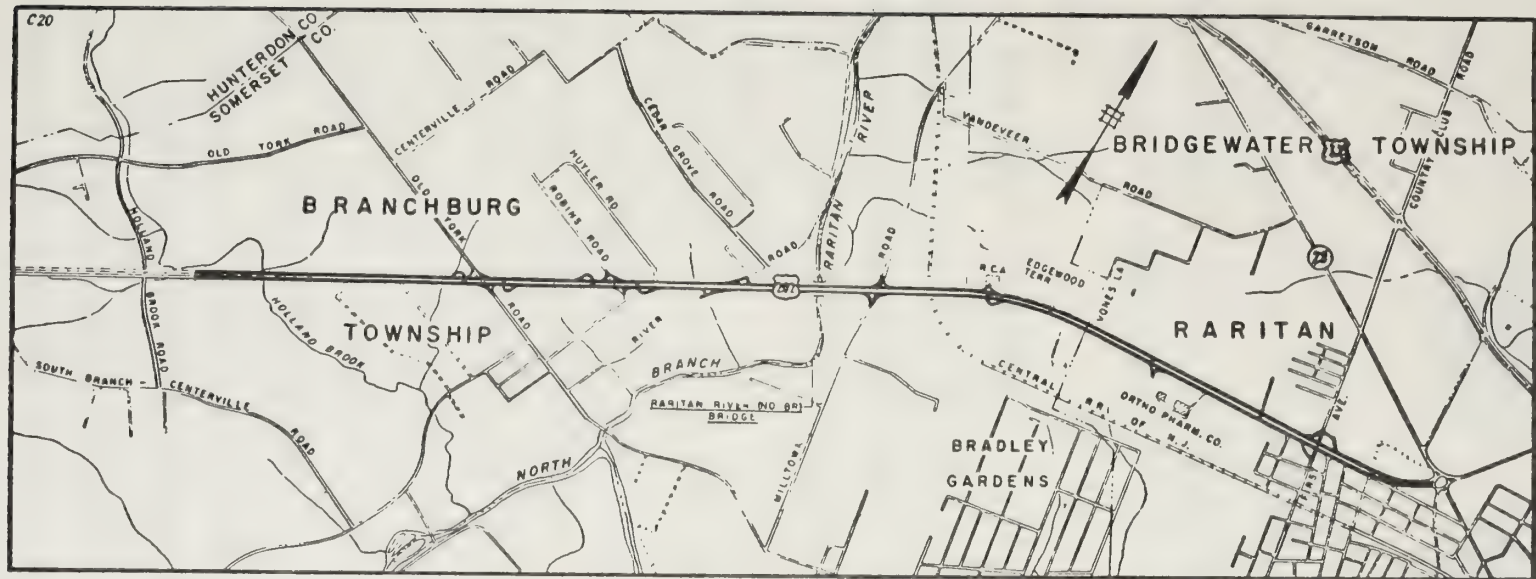
All of the projects are to be completed before December 1, 1959, in accordance with Federal provisions regarding the special matching funds being utilized by the State Highway Department to finance the projects.

All bids will be reviewed by Federal Bureau of Public Roads and State Highway Department engineers before the project bid on today is awarded.

The overall dualization of Route 202 from Somerville to Lambertville is called for as part of the Highway Department's master plan for gearing existing State highways to 1975 traffic needs.

Dualization of a 2.3 mile section of the route, from the Flemington Circle to the South Branch of the Raritan River, is now under way in Hunterdon County. The Department let the contract for this work last July and the project is now more than 1/3 complete.

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ROUTE 202 - Somerset County.

Bids Received November 7, 1958

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE



1958
ROUTE 30 BIDS
Camden County.

Trenton, Nov. 7.- Thomas Nicol & Co., of Farmingdale, submitted the lowest of seven competitive bids received by the State Highway Department today on the first of two projects scheduled to convert nine miles of Route 30 in Camden County to a 4-lane highway.

The firm's bid was \$929,052.58. Other bidders were: F. A. Canuso & Sons, Philadelphia, \$979,322.04; Union Paving Co., Wynnewood, Penna., \$996,238.07; Ole Hansen & Sons, Pleasantville, \$1,034,750.26; Gaskill Construction Co., Riverside, \$1,041,666.08; Weldon Contracting Co., Westfield, \$1,108,190.95; Bancheri Construction Co., Hammonton, \$1,128,074.34.

The work area covered in today's bidding is five miles long. It extends from Taunton Road, Waterford Township, through Berlin, Clementon, Lindenwold, and Laurel Springs, ending at Wellington Avenue, Stratford.

In addition to widening the highway to 46 feet, the roadway will be resurfaced with bituminous concrete and new curbs and drainage systems will be constructed. Except for a short distance in Berlin the existing roadway pavement accommodates only three traffic lanes in its total 30 foot width.

The project is being carried out by the State Highway Department as part of its coordinated program of statewide highway improvement aimed at bringing the present State Highway system up to anticipated 1975 safety and traffic capacity needs. The Federal Government will share two-thirds of the project's cost.

A channelization will also be installed at Clementon Road, in Lindenwold.

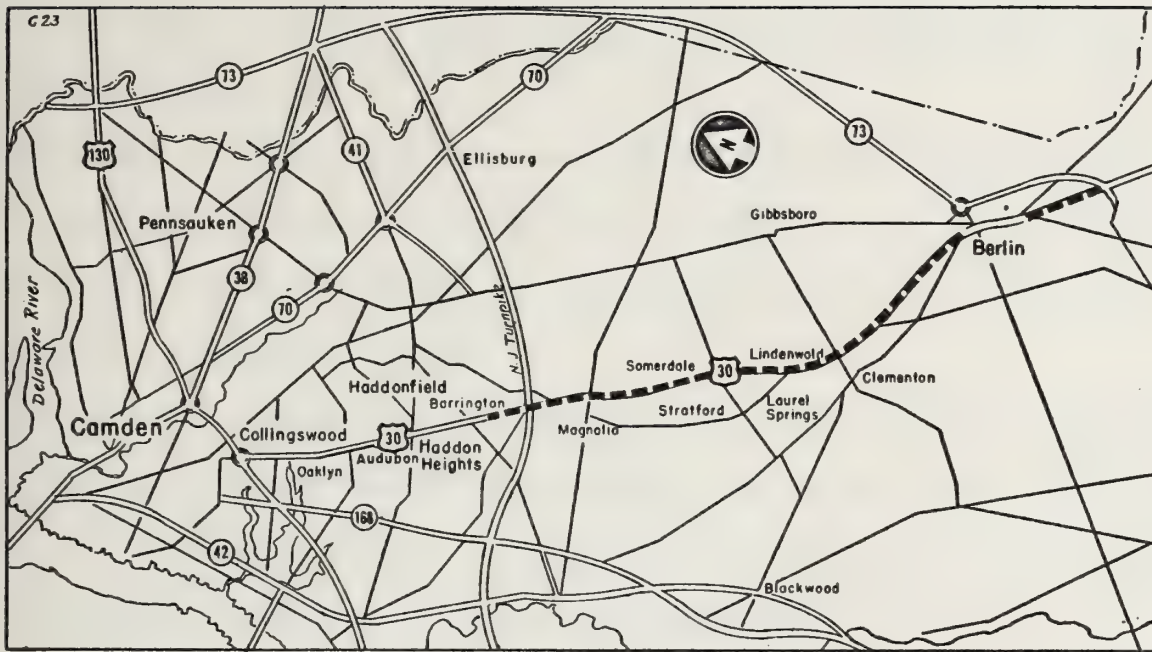
A second project to be undertaken will be four miles long, stretching from Wellington Avenue through Magnolia, Somerdale and ending at Bell Avenue in Barrington. Bids will be received November 12.

1958
ROUTE 30 BIDS
Camden County.

The work of each contract is to be completed by September 1, 1959. Traffic will be maintained through the construction area on existing, new and temporary pavements during the entire construction period.

Special provisions will be made for handling traffic during periods when peak traffic loads are anticipated.

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ROUTE 30 - Camden County.

Bids Received November 7, 1958.

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton
RELEASE FRI. P.M., NOV. 7



TUxedo 2-3000 - Ext. 431-432

1958

ROUTE U.S. 1 Bids
(Mercer-Middlesex Counties)

Trenton, Nov. 7.- The State Highway Department will receive bids next Wednesday (Nov. 12) on its fifth Route U.S. 1 widening and resurfacing project within the past five months.

The proposed 3 mile contract will bring the total length of Middlesex and Mercer County Route 1 construction to 16 miles. A sixth contract is expected to get under way this winter and extend the safety rehabilitation work to Colonial Lakelands on the outskirts of Trenton.

Wednesday's bids will be for construction between the State Police Barracks at Plainsboro and Alexander Road in West Windsor. Part of the project consists of cutting the two Route 1 mainline roadways directly through existing Penns Neck traffic circle and installation of traffic signal controls.

All of the projects under way and planned call for removal of the existing 12 foot wide grassy center island and substituting in its place a 20 inch high solid concrete center barrier. Openings in the barrier, which has proved nearly 100 percent effective in preventing head-on collisions on more than 40 miles of the State Highway system, will be provided only at limited intervals.

Each of these openings will be located opposite off-the-road jug-handle left turn and turnaround facilities. These facilities consist of a paved traffic lane with curvature resembling the shape of the handle of a jug. The lane leaves the outer lane of the main highway in advance of an intersecting road. Traffic using the jug-handle lane joins the local road about 150 feet back from the intersection and crosses the main highway at right angles, usually under traffic light control.

1958
ROUTE U.S. 1 Bids
(Mercer-Middlesex Counties)

There are 37 separate jug handles included in construction now under way. They are usually constructed in pairs, one to serve each direction of highway traffic. Another eight will be built as part of the project now under advertisement and there will be eight built as part of the future 2.7 mile Bakers Basin to Colonial Lakelands project.

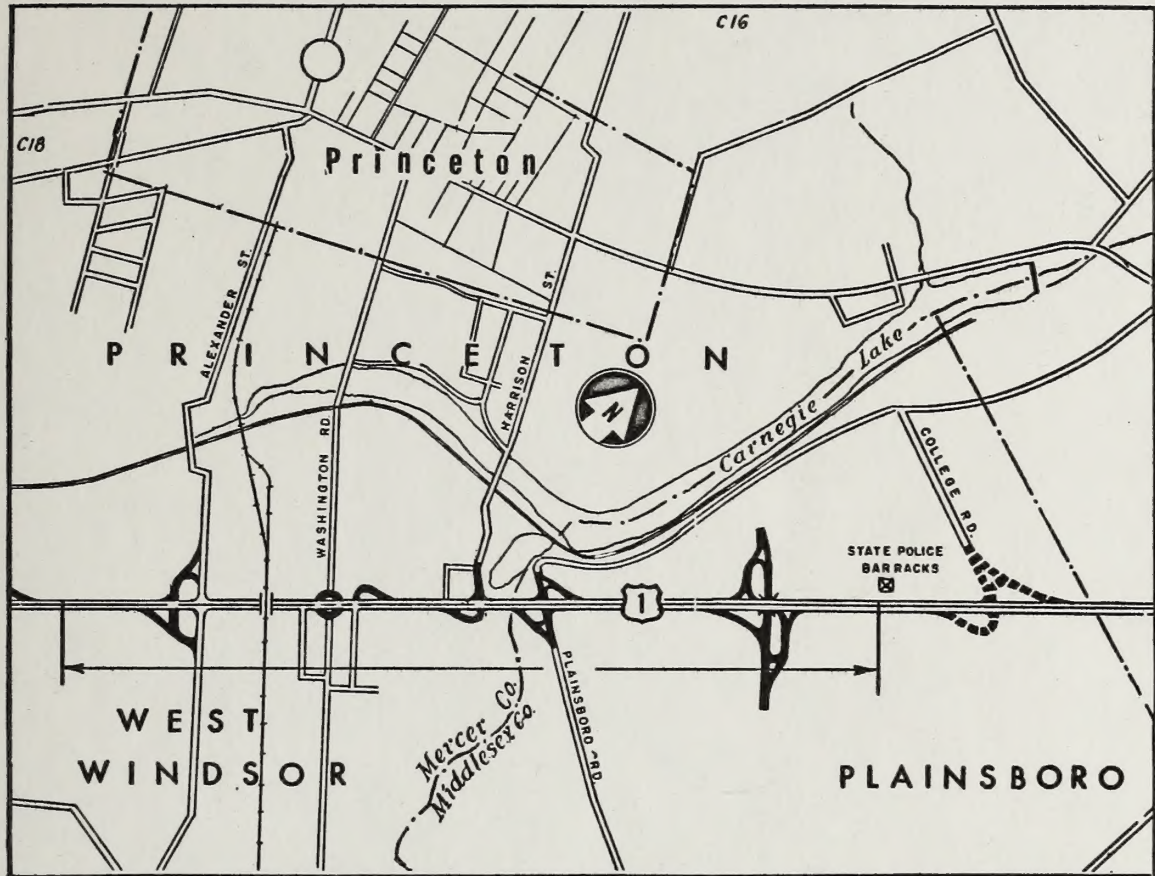
The Route 1 widening work will result in extending the width of each of the present 24.5 roadways to 27 feet each and extending the 5-foot outer shoulder widths to ten feet. The roadways will be resurfaced with bituminous concrete and the shoulders will be hard surfaced.

Jug-handles to be constructed on the project now awaiting bids will include one pair at Alexander Road, a pair at Plainsboro Road and a pair at the Forrestal Research Center. A single jug handle to serve northbound traffic will be located at Fisher Place and a second single unit, to serve southbound traffic, will be built at Harrison Street.

To facilitate traffic flow at the outmoded Penns Neck Circle the Route 1 dual roadways will be carried through the circle. In order to permit traffic to continue to use both Route 1 and the intersecting street, Washington Road, during construction operations the work will be split into seven separate phases at that location.

All work of the project is to be completed by November 1, 1959. The Federal Government will pay two-thirds of the project cost.

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ROUTE U.S. 1 - Mercer and Middlesex Counties.

Bids To Be Received November 12, 1958.



NEW YORK - Hudson and Delaware Counties
 Map of the Hudson River, N.Y.

